

REMARKS

Applicant thanks the Examiner for the careful review of this application. The specification was amended to correct clerical errors. Claims 12 and 26-28 were amended to clarify aspects of the present invention. No new matter was added. Claims 1-11 were previously canceled without prejudice. Claims 12-30 remain pending in this application.

SPECIFICATION

The specification was objected to by the Examiner and the suggested changes were implemented via the preceding amendment. Withdrawal of the specification amendment is respectfully requested.

CLAIM OBJECTIONS

Claim 27 was objected to due to a clerical error. The clerical error was corrected via the preceding amendment. Withdrawal of the claim 27 objection is respectfully requested.

REJECTIONS UNDER 35 U.S.C. § 102(b) AND 35 U.S.C. § 103(a)

Claims 12-14, 16, 19-20, 25 and 27-28 were rejected under 35 U.S.C. § 102(b) as being anticipated by Carlson (U.S. Patent No. 3,614,126). Applicant respectfully traverses for the following reasons. Claim 27 was rejected under 35 U.S.C. § 102(b) as being anticipated by Ito (Japanese Patent No. 61-77576). Claim 15 was rejected under 35 U.S.C. § 103(a) as being unpatentable in over Carlson. Claims 17-18 and 21-22 were rejected under 35 U.S.C. § 103(a) as being unpatentable over Carlson in view of Hanel (U.S. Patent No. 2,155,130). Claims 12-16, 19-20, 23-24, 26 and 28-30 were rejected under 35 U.S.C. §

103(a) as being unpatentable over Powers (U.S. Patent No. 4,588,206) in view of Carlson.

Carlson apparently discloses an apparatus for stabilizing and reducing the tendency of a vehicle to skid in response to transient forces that may be exerted upon the vehicle which consists of one or more masses adapted to be disposed upon the vehicle so that substantially universal pivotal movement of the center of gravity of the mass about a point may be realized as the vehicle is subjected to such transient forces.

Ito apparently discloses a vehicle that predominately travels on two wheels at higher speeds. When the vehicle speeds up, a movable weight on the underside of the vehicle moves towards the back of the vehicle to allow the front of the vehicle to rise up such that the front wheels no longer make contact with the ground. Upon deceleration, the movable weight moves back towards the middle of the car and the front wheels once again make contact with the ground. Additionally, the movable weight is controlled by a sensing device such that the movable weight is adjusted to keep the car horizontal when it is traveling on the two back wheels alone.

Embodiments of the present invention are directed to a braking buffer device that includes a weighty drum movably fixed along a guiding axis, said guiding axis confining motion of said weighty drum between a front and a back of said motorcar, said weighty drum having a predefined resting position upon said guiding axis wherein said weighty drum moves toward said front of said motorcar when brakes of said motorcar are engaged while said motorcar is in

motion and said weighty drum returns to said predefined resting position after said motorcar slows down or comes to a stop.

In marked contrast, Ito's movable weight has a predefined resting position towards the front of the vehicle and moves towards the back of the vehicle upon acceleration. When Ito's vehicle slows down, the movable weight moves forward to the predefined resting position and stays there. Disadvantageously, Ito's movable weight does not increase safety during a braking maneuver or lend to the comfort of passengers in the vehicle. Additionally, a person trying to improve on the areas of braking safety would tend to look away from Ito's disclosure. A vehicle traveling on two wheels is inherently more dangerous than the traditional four-wheeled automobile.

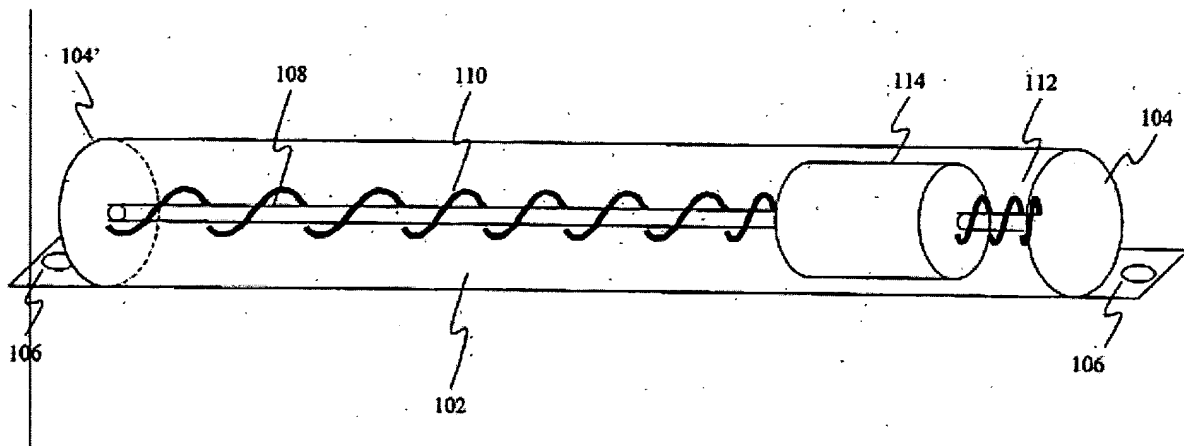
Hanel apparently discloses an anti-skidding device for motor vehicles that includes a straight tube horizontally arranged behind the rear axle of the vehicle and transversely to the longitudinal axis of the vehicle. Also included are two weights arranged symmetrically to the medial vertical plane of the vehicle. And elastic means yieldingly urging the said weights away from each other and from the ends of the tube.

Powers apparently discloses a vehicle stabilizing apparatus for mounting on a rear portion of a vehicle for reducing vehicle skidding and for dampening vehicle vibration. An inverted V-shaped hollow tubular housing having closed ends and defining an interior chamber is transversely mounted on the vehicle. Weights are located and are movable within the chamber, and resilient means within the chamber transfer forces from the weights to the vehicle to resist

lateral movement of the vehicle and to maintain the rear wheels of the vehicle in contact with the road surface.

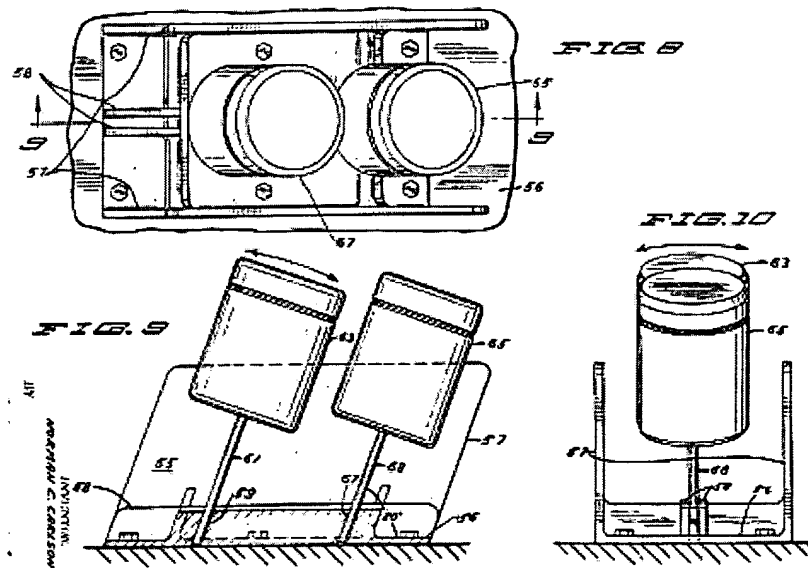
Aspects of the claimed embodiments are directed to a buffer device that can assist a vehicle in braking and turning. The buffer device includes a guiding axis and a weighty drum that circumferentially surrounds a portion of the guiding axis such that the drum can move along the axis. The drum tends to rest at a particular portion of the axis and moves in a direction to help assist in slowing down a vehicle during braking or to minimize momentum when a turn is executed. For example, if the axis is mounted longitudinally to an underside of a car, the preferred orientation is to have the drum resting towards the back of the car. When brakes are applied, the drum moves towards the front of the car along the axis and then moves back to its usual resting spot when the braking maneuver is completed.

As previously mentioned, the drum circumferentially surrounds the guiding axis as shown in FIG. 1:

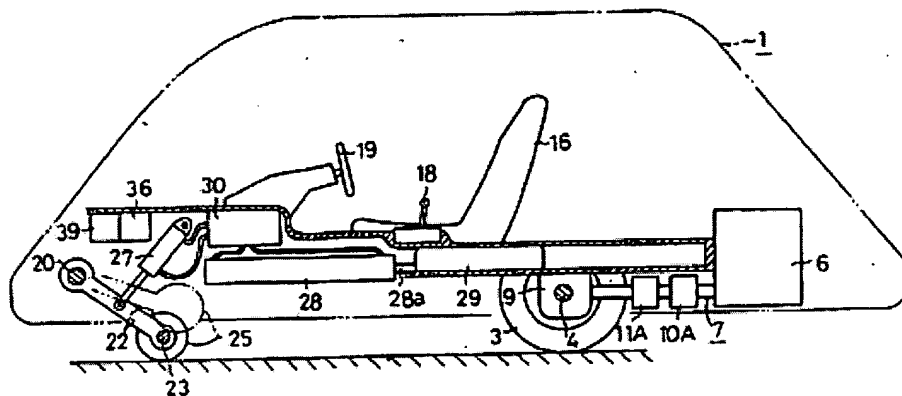


In marked contrast, the cited prior art simply does not disclose this claimed embodiment. For example, Carlson discloses a weighted drum mounted

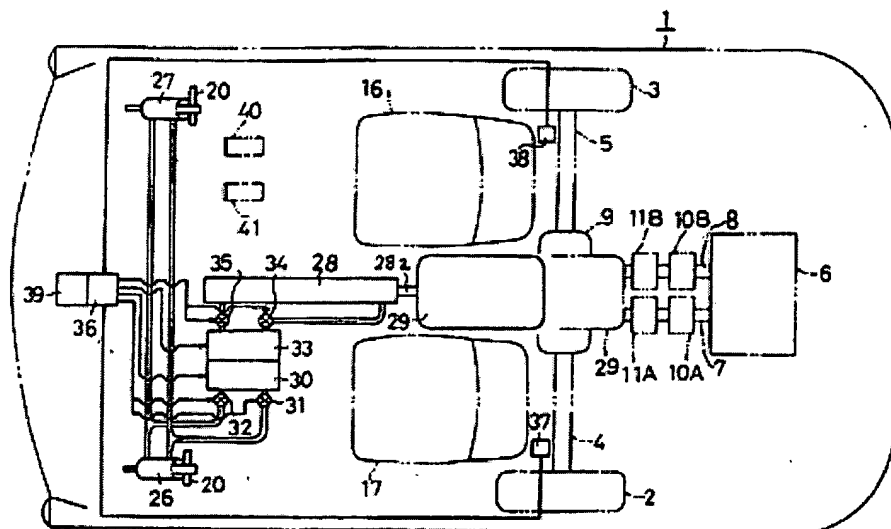
on a stick, that moves in response to braking, such as the ones depicted in Carlson's FIGS. 8-10:



Regarding Ito, Ito discloses a balance weight 29 that is controlled by a sensing device 39 as shown in Ito's FIGS. 3-4 and indicated in the translated abstract:



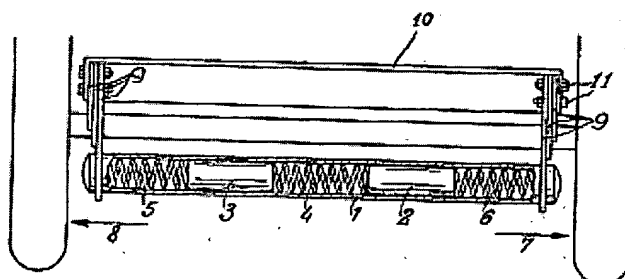
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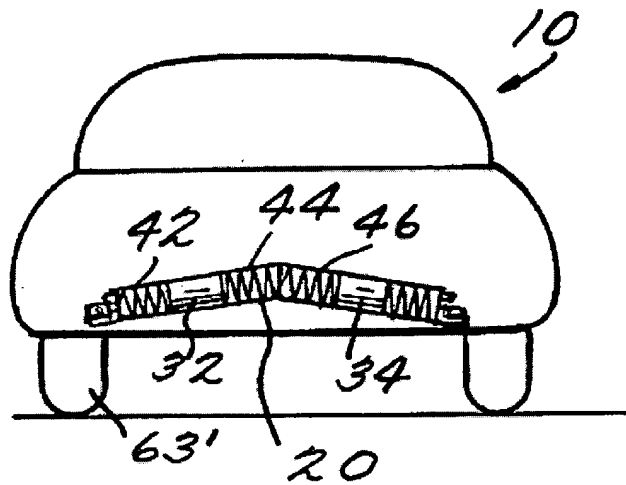
driving wheel and right and left turning is enabled. In addition, the attitude of the car body 1 is always detected by a sensing device 39 and then the attitude of the car body 1 is always kept horizontal by the forward and backward movement of a balance weight 29.

Therefore, Ito also does not disclose a weight that circumferentially surrounds a guiding axis that can also move along the axis. Instead, Ito discloses a weight that is fixed to pole 28a that is in turn controlled by the sensing device 39.

Regarding Powers and Hanel, both also do not disclose the claimed embodiments of a drum that circumferentially surrounds a guiding axis. Instead, both disclose weights that are tethered on each side to springs and their guiding axis is the casing that holds the springs and drums as indicated below:



- Hanel



-Powers

In view of the foregoing, Applicant respectfully submits that the cited prior art, alone or in combination does not disclose the claimed embodiments. Withdrawal of the rejections of the claims is respectfully requested.

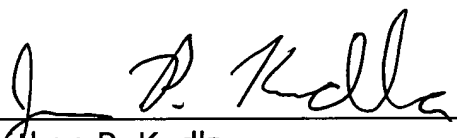
CONCLUSION

Applicant believes that all pending claims are allowable and a Notice of Allowance is respectfully requested. The amendment was made to expedite the prosecution of this application. Applicant respectfully traverses the rejections of the amended claims and reserves the right to re-introduce them and claims of an equivalent scope in a continuation application.

If the Examiner believes that a conference would be of value in expediting the prosecution of this application, he is cordially invited to telephone the undersigned counsel at the number set out below.

Respectfully submitted,
PERKINS COIE LLP

Date: September 8, 2005


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